(1	Approved For Rele <u>ase 2005/08/17 : CIA-R</u> DP80-00809A000500800164-9
	CHIVT
	CENTRAL INTELLIGENCE AGENCY
COUNTRY	INFORMATION REPORT ©zechoslovakia
	Manufacture of OVIC Flanes
	25X1
	DATE DISTR. 2 5 Peb 1954
	THIS SOCUMENT CONTAINS INFORMATION AFFECTING THE MATIONAL BEFENSE NO. OF PAGES 1
	AND TOA. OF THE U.S. CODE, AS AMENOED. ITS TRANSMISSION ON ASYS. LATION OF 175 CONTENTS TO ON ACCEIPT BY AN UNANTHODIZED PERSON IS PROMIBILITED BY LAW, THE REPRESENCE IN A PROMISE PERSON IS PROMIBILITED.
5X1	SUPP. TO THIS IS UNEVALUATED INFORMATION REPORT NO.
	1
19.1	· · · · · · · · · · · · · · · · · · ·
-	
1.	Parts for the Czechoslovak WIT jet plane are to be produced at the Letov factory from 1 Jan 54 on.
2.	
	from 1 Jan 54 on. The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a
2.	from 1 Jan 54 on. The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Joviet constructor Klimov in experiments with the new heavy jet bomber
2. 3.	from 1 Jan 54 on. The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Joviet constructor Klimov in experiments with the new heavy jet bomber
2.	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3.	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.
2. 3. X1	The production of these parts is under the direction of Engineer Rudolf Kofron, who has spert two years at Kuibyshev in Russia, where the most recent Joviet jet planes are in line production. Engineer Kofron brought back with him Gerhardt Kundte, a German airplane designer who worked for the Luftwaffe for a long time and became a prisoner. Kundte has rendered important services to the Communists. He helped the Poviet constructor Klimov in experiments with the new heavy jet bomber which was tested at Tomsk in 1953 and gave complete satisfaction.

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA Approved For Release 2005/08/17: CIA-RDP80-00809A000500800164-9